

The **National** *Falcon* News



Norm Huie
San Clemente, California

September 1999

The Falcon News

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25.00 (\$30.00, payable in U.S. funds outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113 ♦ The **Falcon News** is published monthly with information from its members. **All copy and advertising for The Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: WCrosby63@aol.com. No phone calls for Falcon Club business. Copy must be received by the first of the month preceding date of issue.

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Vice President:	Russell Hoeksema, 4519 56th St., W. Bradenton, FL 34210	941-792-0282
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Newsletter Editor:	Wendelyn Crosby, 16318 Riggs Rd., Stilwell KS 66085	WCrosby63@aol.com
Club Store Managers:	Mary Biehl, 322 Jeff Davis, Waveland, MS 39576	228-466-4349
	Bonnie Stringer, 322 Jeff Davis, Waveland, MS 39576	228-466-4349
Corresponding Sec.:	Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076	501-982-9721
Internet Director:	Dave Wagner, 2605 Stafford Woods Pl., Plant City FL 33565	
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Chapter Coordinator:	Jan Brown, 4147 WCR 31, Ft. Lupton, CO 80621	303-857-9360
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Cover — Norm Huie

This 1963 Deluxe 4 door Falcon Station Wagon was purchased sight unseen in 1997 by Norm Huie of San Clemente, CA. The car was advertised as a "turnkey" driver with little rust but turned out to be a disappointing rustbucket upon arrival. "See-thru" floors, smashed quarter panel, a smoky 170 and a trashed interior had Norm seriously contemplating junking it or salvaging for parts. He made a list of salvageable parts, all the while noting a particular "cuteness" in this Falcon. With support from other Falcon fans, he undertook a bumper-to-bumper restoration which really turned the corner after returning from the paint and body shop sporting Glacier Blue with Corinthian White top. Two-tone plush interior and extensive mechanical work followed and the car is a real head turner at shows now, gaining more attention than El Caminos and prewar Cadillacs it has been parked by recently. Norm writes "We are especially grateful to the National Falcon Club for their fine representation of the enthusiasm and interest in these fine autos, without which our participation would not have been sustained through years of restoring several Falcons. We invite collaboration with anyone restoring a Falcon wagon. These are not simple projects and often invite support and sympathy when attempting to find parts and replacements. We look forward to seeing all Club members on the West Coast in 2000!"

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NOTE TO ALL MEMBERS: The club will send a notice to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

President's Message

Fun, Friends, Family, & Falcons — What a fantastic way to celebrate our first 20 years! Nothin' could be finer than Falcon time in Carolina. Those fortunate enough to attend July's National Convention will agree that this will be a tough act to follow. Carol and I would like to thank each and every member of the Carolina Chapter for a job well done.

We would also like to thank all who attended for their support of this 20 year celebration. Let's not forget all of the generous sponsors, our convention would not have been possible without them. Thanks!

Please join me in a BIG Falcon Thanks to Don Anderson for his years of service as a Board member.

Congratulations to our newly elected board member James Baxter. Congratulations also are in order for Bonnie Stringer and Joe Tatti on their reappointment as Treasurer and Secretary. I would also like to thank everyone for the support and confidence expressed by

the re-election of Russ Hoeksema as Vice President and myself as President.

Special thanks to the Suncoast Chapter for their generous contribution towards the purchase of a new database for the FCA membership.

Great job, Northeast Chapter! For the 6th straight year our fellow Falcon lovers in the Northeast have done a super job with their Regional. This will be the site of the National Convention in 2001, so start making plans to explore this beautiful part of the country. It's never too early to plan for next July's National meet in Sacramento, California. The meet will be hosted by the

River City Chapter with help from Sonoma County Falcons for Fun. Considering all the Falcons on the West Coast that some of us have never seen, this is shaping up to be a meet to remember.

West Coast Falcon lovers, get ready, cause here we come.

Happy Falconing,

Steve and Carol



PLEASE NOTE: Convention Banners — Club Logos Only!!

A special announcement was made by James Baxter, Carolinas Chapter President, at the business meeting of the National convention. There were a few chapter banners of the sponsoring chapters of the Falcon Club of America on the showfield fences. James announced that any Chapter that sponsored a class and sent their logo to James could take that banner of their chapter back home with them and **only** their chapter banner. He wanted to assist the chapters in advertising for new members and as a *Thank You* for coming to the 20th national convention in Charlotte. Only a few

had chapter logos on them. If anyone took any banners other than their chapter banner, please return them to James.

James writes, "I put a lot of time and money into these banners, the efforts of 4 years of shows. There must have been a misunderstanding about which to take. If you took one by mistake or know someone that took any banners aside from their chapter banner, please pass the word to James Baxter. 1192 Mirror Lake Rd. Lincolnton, N.C. 28092. Call 704-735-5077 or e-mail ncfalcon@tntie."

ADDRESS CHANGING? NOT RECEIVING YOUR NEWSLETTER? NEED TO RENEW YOUR MEMBERSHIP?

Please address all membership concerns and questions to Ruby Throgmorton, Corresponding Secretary. Her address is on page 2 of every issue of the Falcon National News.

Calendar of Events

- SEPT 12 Fun Ford Sunday**, Milpitas, CA. Great Mall of The Bay Area (Formerly a Ford Plant) Sponsor: Nor-Cal Ford Club Council Exhibitor Fee: \$15.00. Information: Sally Meacham, 925-684-3505, PO Box 6682, Concord, CA 94524-1682. www.jps.net/scff/fordshow.htm. This is an interclub event open to all Ford, Lincolns, and Mercurys. The location was formerly Ford's San Jose, CA, plant. R code cars and trucks were manufactured here. Featured vehicles will be Mustang (35th anniversary), Galaxie (40th anniversary), and Mercury (60th anniversary) cars. These vehicles were selected because 1999 is an anniversary year for them.
- SEPT 13 27th Annual Ty-Rods Old Timer's Reunion**. Elks Lodge, Hudson, Massachusetts. Over 1000 1967 and older pre-registered hot rods, custom cars and trucks. Info: 508-393-4446 or Ty-Rods@HotBot.com
- SEPT 24-26 Early Iron Rod Run** to Goodland Kansas. Mile Hi Chapter. Info: Jan Brown, 303-857-9360
- OCT 3 All Ford Show** sponsored by the Gateway Chapter of the Falcon Club of America. The show will be held on Sunday this year at Noah's Ark, Interstate 70 and 5th street in St. Charles Mo. For more info contact Mark Dinzebach at 314-645-7082 or e-mail: mdniz19@idt.net

For an up-to-the-minute Calendar of Event Listing, check the Falcon Club website at www.falconclub.com. Send notice of any Falcon-related events your Chapter is hosting or participating in to both the Editor and the website to ensure maximum Falcon coverage for your event.

National & Chapter News



Club Photographer Needed

Phil Warren is stepping down after many years of voluntary service as FCA Club Photographer. He is the one responsible for all those photos of the beautiful winning Falcons you see in the December Convention newsletter, as well as providing photo coverage of other Falcon events throughout the year.

If you know someone who would like to serve as the Club Photographer, please contact a National Officer or your Regional Director. Duties involve, but are not limited to: attending the National Convention each July, photographing and correctly identifying all cars participating in the photo parade at Nationals, coverage of the banquet, speakers, meetings and people at both National and Regional events.

Interested individuals should have photography experience, their own equipment and lots of Falcon enthusiasm.

Thanks to Phil for many faithful years of service.

Has your Chapter done something newsworthy? Have you volunteered your time and talent or donated to a good cause? Had a picnic or get-together with other Chapters? Send details and photos to the Editor for inclusion in The Chapter News.

*We stock a large inventory of original Ford, N.O.S., quality reproductions & used parts.

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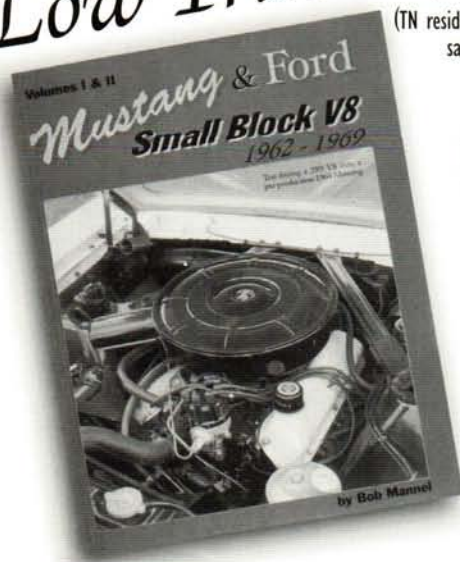
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The Falcon Sprint: A New-Sized Ford For A New Market

In the first installment of this series of articles, we examined a general history of the Falcon Sprint, as well as an overview of my Sprint registration project. To review, we learned that the Sprint was a transitional model used to defend Ford's market share in the performance compact sector of the car market. I also outlined how I gathered data about Falcon Sprints into a database of Vehicle Identification Numbers (VINs) and door plate codes. In this installment we will begin to look in more detail at the data that I have gathered.

What information is contained in Falcon Sprint VINs for us to study? 1963-1965 VINs have five components; model year (one digit), manufacturing plant (one letter), body style code (two digits), engine code (one letter), and series number (six digits). That gives us five pieces of information about the car. The door plate contains another seven pieces of information; body code, exterior color code, interior trim code, scheduled build date code, axle ratio code, and transmission code. Excluding the duplicated body style code, that gives us eleven pieces of information to study. These eleven elements* are at the statistical core of this project. Ford used an exclusive body style code within the VIN to identify Sprints during 1964. Generally, model years 1963 and 1965 used identical VIN body codes that could identify either Futuras or Sprints. In any year, a Sprint and a highly-

optioned Futura could be essentially identical cars, except for the badges.

In creating this database, I have taken the owner's word for the identification of the car model. I have done so on the belief that they would have nothing to gain by deceiving me. The few non-Sprints that slipped past would not make a statistical difference. I also took steps to verify the codes when I felt that an entry was questionable. My source for the production numbers used in this article series are the excellent tables in the FCA Tech Tips book, published by FCA. The production numbers cited by Ray Miller in his book, *FALCON!*, differ slightly from the Tech Tips charts and come from "The Production Figure Book For U.S. Cars" by Jerry Heasley. I used the Tech Tips numbers because they gave data regarding the "bench seat" Sprints. Overall, the variance is less than two percent. As an aside, I would recommend the chart in the Miller book entitled, "Typical Options Expressed As A Percentage Of Total Production" on page 318 of his book.

Any article about statistics can be quite dull, even one that reviews Falcon statistics. I hope that you will bear with me as I establish some fundamental numbers that will serve as a framework for this discussion. Anyone that undertakes the study of a group has to know two things; the size of the total group being studied, and the size of the sample. The size of

the sample is important because the larger the sample is, the more reliable mirror it is of the total population. My preliminary goal for this project has been to gather a sample size of one percent of the total number of Sprints produced.

Sprint production breaks down as follows. In 1963, there were 10,479 hardtops and 4,602 convertibles made. In 1964, there were 13,830 hardtops and 4,278 convertibles. This includes the rarer Sprints equipped with bench seats. Finally, in 1965 there were 2,806 hardtops and only 300 Sprint convertibles made.



A 1965 Sprint convertible — the rarest of Sprints.

Since there were 36,295 Sprints made, that means I needed 363 VINs in the database in order to reach my one percent goal. Thus far, I have 296 VINs, meaning that I have gathered .81 percent of total production, a bit less than my initial goal. However, I feel that a survival rate of 25 percent is a reasonable guess of how many Sprints are left after 35 or so years. Sprints are lost each year to accidents, mechanical failure, crushing, and yes, even rust. Factoring in that rough guess, I believe that our sample size is around three percent of production, after adjustment.

Breaking this sample down by model year, you can see that we have a decent percentage to form the basis of this study. Of the 296 Sprint VINs in the database, 137 are 1963 Sprints (3.6% adjusted of total 1963 production), 121 are 1964 (2.6% adjusted), and 38 are 1965 Sprints (4.8% adjusted). I think what has been gathered during the last few years is a useful number of surviving Falcon Sprints. Therefore, I feel we can draw some valid conclusions based on this group of VINs.

VIN NUMBER

YEAR: As stated above, in the database I have 137 Sprints manufactured in 1963, 121 made in 1964, and 38 of the rarer 1965 Sprints.

MANUFACTURING PLANT: Lorain, Ohio produced 54% of all Sprints listed. San Jose, California was second with 30%. The other plants producing cars in the database are Metuchen (6%), Atlanta (4.36%), and Kansas City (4.03%).

All convertibles in the database were built at Lorain.

Of the 1963 Sprints, 51% were produced at Lorain, 39% at San Jose, and 8% produced at Atlanta. Other production plants began to appear in the 1964 model year (starting in August 1963) as Ford reoriented facilities in anticipation of the Mustang's introduction in April 1964. Atlanta Sprints virtually disappear from the database, while cars built at Kansas City and Metuchen begin to make an appearance. Of 1964 Sprints, Lorain again built the most (45%), followed by San Jose (31%), Metuchen (12%), and Kansas City (10%). A small surprise is that the rare 1964 Sprints with bench seats were made at all of the plants that year. There is at least one of them in my database from each plant.

1965 Sprint production was dominated by Lorain (89.74%), with Metuchen and Atlanta building a small percentage. Note that San Jose, a dominant Sprint-producing plant in 1963 and 1964, is now out of the picture.

BODY STYLE CODE: Of the 296 Sprints listed in the database, there are 198 hardtops and 98 convertibles. By comparison, there were 9,180 Falcon Sprint convertibles produced during all model years, and 27,115 hardtops.

ENGINE CODE: It should come as no surprise that the vast number of Sprints in the database are equipped with the F-code 260 engine (86%). The remaining cars, all 1965 Sprints, are equipped with C-code 289's.

SERIES NUMBER: Ford explained the series number (or consecutive unit number) by stating, "Each assembly plant, with each model year, begins with consecutive unit number 100001... and continues on for each car built." That means that each plant will reach a specific consecutive unit number at different points during the year, depending on its individual production levels. It is very important to remember that the series number includes ALL cars produced at that plant during the year; Falcons, Thunderbirds, Galaxies, Mustangs, etc. There is not a different series number for each model; they all get lumped together. I will explain the relationship between the scheduled build dates and series numbers when we get to the Build Date Code section of this article.

In the next part of this series, we will look at the door plate codes and some interesting results from the database. I hope to finally settle the question of what exterior color was the most popular. The article will look at some specific examples where we can see the weekly production cycles of the Sprint-producing plants. As always, I would welcome the chance to discuss the project with anyone who has input. My email address is sullivan@tritnet.net and my mailing address is 950 Hastings Horseshoe, Powell, Wyoming 82435.

Falcon



FEATURE FALCON FEATURE

It was time to get a new car. After seeing how much work and money I was putting into the restoration of my '64 Sprint convertible, I decided I would not like to use it as anything close to a daily driver.

Yet, I remember how much I enjoyed driving my Falcon before I parked it several years ago awaiting restoration.

As a result, I decided to get a second Falcon to drive on a daily basis instead of buying a brand-new car. I ended up settling on this '65 Futura Hardtop. It came with a very tired and leaking 289, a "three-on-the-tree" manual transmission, manual steering, and an under the dash air conditioning system.

The interior was in excellent condition, and the paint was in pretty good shape. Since this car was to be my main car, I knew the engine would need to be rebuilt, and I also did not want it to have a manual transmission or manual steering. I put in a rebuilt 302, switched out the manual transmission for a C4 automatic, added power steering, and changed out the under dash A/C unit for a Vintage Air heating and air conditioning system. The car had already had the Granada disc brake conversion, so I also decided to add power brakes.

Since my wife had been in a couple of wrecks, she insisted that I install head restraints on the seats, and shoulder straps. It was



FEATURE FALCON STORY

Story and Photos by Joe Weaver
Dallas/Ft. Worth

a great deal of work to do it all at the same time, but I figured that would be far easier than doing it piecemeal. The car came with a set of original Shelby mag wheels which just didn't give the look I wanted, so I sold them and bought a set of American Racing Torque Thrust II wheels as can be seen in the photos.

After everything was done, I found the car was a blast to drive, and I still get a lot of "looks" and "thumbs-up" that I might expect to get if I was driving an exotic sports car.

As the weather warmed up, however, I found that the engine was overheating at idle, and at high speed on the freeway, so after trying everything in the book (and several things not in the book) I decided I needed to replace the engine--again. I ended up rebuilding the 289 that had come out of the car originally, but I built it up as a 302. I installed a mild to medium CompCams cam, pistons to give me 9.5 : 1 compression, an Edelbrock Performer 289 intake, HiPo cast iron exhaust manifolds, a set of Flowmaster 50 series Delta Flow mufflers, a 600 cfm Edelbrock carburetor, and a Pertronix electronic ignition.

While I don't often stomp on it (being a family man), I have been known to "clean out the carbon" once in a while when someone in a Mustang pulls up and eggs me on...

I haven't lost one yet.



Classified Ads -----

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must appear with a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price for the ad to run. Ads to run in more than one issue must be resubmitted each month. Non FCA member ads are \$10.00 ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20.00 per picture.

All ads must be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Ads and inquiries sent to other Club officers may not appear in a timely fashion. If you have Internet access, please e-mail ads to WCrosby63@aol.com. Payment must accompany the ad, with check payable to the Falcon Club of America. Ads must be received by the **first of the month for the following month's** issue.

The FCA reserves the right to refuse advertising from any person or business.

Althea finally gets a month off — but her help is always appreciated!

FALCONS FOR SALE

1963½ Sprint hardtop. 289, C-4 auto., P.S. Was white originally. Red interior. No rust but hit lightly on R rear. No tach, dash has been recovered. Original Ford rubber floor mat. \$1700. Phone Jim @ 925-449-0465 EMail: james.storm@gte.net

1964 Futura 2 dr. hardtop. No engine or transmission. Set up for V8. Needs floors. Comes with many extra parts. Good for parts or restoration. \$200. Call John for details, 609-753-9521. Atco, NJ

1964 Falcon Ranchero. Factory 260 V8, 2 speed Fordomatic, power steering. Met. Blue, original black interior. Thorough mechanical restoration, valves, rebuilt transmission (3/99), all new front end suspension, brakes, new master cylinder, U joints, rear axle seals, steering box & collar, power steering pump, generator, starter, new carb., fuel pump and sender, rebuilt heater, new exhaust, wtaer pump and radiator. Original Protecto-Top shell included. Ready for cosmetics. \$4750 OBO. Norm 949-498-8974. San Clemente, CA

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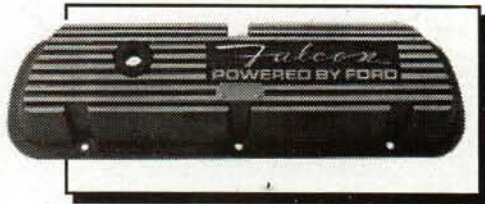
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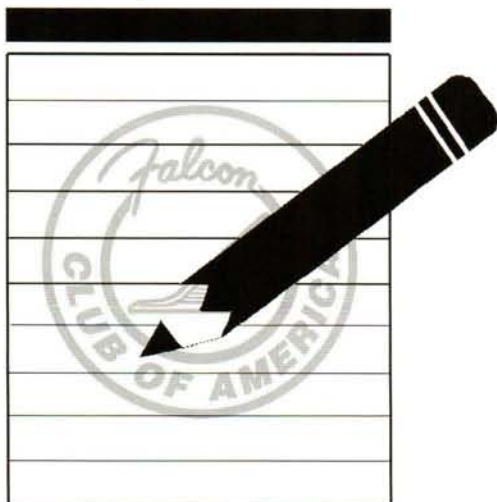
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ATTENTION CHAPTER OFFICERS

Please contact your Regional Director (phone numbers on page 2) *as soon as possible* if you have not submitted an updated Chapter roster this year. Chapter Rosters should be sent to FCA Secretary Joe Tatti, address also on page 2. If you have sent your roster to the Newsletter Editor, please be sure to send another copy to Joe for proper recording of your Chapter's activity. It's easy to send a roster, just list your members names and addresses and send 'em in! .

Chapter rosters not received by the annual publication of Chapters by Region in October, could cause your chapter to be designated "Inactive" by the Falcon Club of America. New national members may be trying to get in touch with a local club, so let them know you're out there!



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Regularly Scheduled Chapter Meetings

Alamo Chapter
2nd Sun - monthly
(210) 494-8205
Pig Stand
1508 Broadway,
San Antonio

Blue Ridge Chapter
3rd Sun - monthly
Greer, SC
(864) 895-3039
clbsprint@aol.com

Buckeye Chapter
2nd Sat - bimonthly
(303) 825-5708

Capitol City Chapter
3rd Sat. - monthly
Bob's BBQ, Round Rock TX
(512) 376-1940

Carolinas Chapter
1st Mon - monthly
(704) 735-5077
Prime Sirlain, I-85 & Billy
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1st Tues. 7:00 PM, Rusty's
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9369 1574

Founder's Chapter
2nd Sat - monthly
(501) 605-1370

Gateway Chapter
4th Sun - monthly
(314) 946-6047

Great Lakes Chapter
3rd Sun - bimonthly
(517) 849-7156

Hoosier Chapter
1st Sun - monthly
(317) 357-0235
Steak & Shake,
Speedway, IN 3 pm

Lone Star Chapter
3rd Sun - monthly
(903) 572-9593

Lost Coast Falcons
1st Wed. — 7pm
Round Table Pizza
Henderson Center
Eureka, CA
(707) 444-8407

Mid America Chapter
1st Fri - monthly
(816) 679-5636

Mile Hi Chapter
3rd Fri - monthly
(303) 857-9360

NE Texas Chapter
2nd Sat - monthly
(903) 759-6850

River City Chapter
2nd Tue - monthly
(916) 725-4110

Sonoma County
1st Thur - monthly
(707) 539-2860

Southeast Chapter
1st Sun - monthly
(770) 483-5249

Space City Chapter
2nd Tue - monthly
(281) 476-4688

Starting a New Chapter - If you want to explore the possibility of starting or reactivating an FCA Chapter in your area, first contact Chapter Coordinator Jan Brown, 4147 WCR 31, Ft. Lupton, CO 80621 — 303-857-9360. Please send a notice to the Editor of the Falcon News for publication in the next issue. Be sure to list your correct address and phone number so others in your area can contact you.

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Ranchero



1960-1970

Falcon



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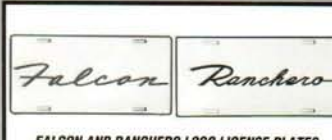
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Falcon

Frank Williams of Edgartown, Massachusetts has recently joined the Falcon Club of America and writes "I especially enjoy the features on before and after restorations." He had a 1964 sedan in high school, sold it, bought it back, sold it and never saw it again. He has been looking for another one ever since.

"About 2 years ago, a friend gave me a 1961 two door sedan. Then I traded a boat for a 1962 two door sedan. During my search for the cars, a car dealer friend gave me a 1964 convertible he didn't want.

While I was restoring my 1962, my daughter liked it so much that she wanted to claim it. That was not going to be a consideration. I was able to find a four door sedan which I let her use. She recently purchased a new car and I got it back.

I have always wanted a Ranchero, but they are rare in this area. These photos show a slight modification that I did to the '63. I had never done any modification work like this before. Patrick Kelly of Edgartown Auto let me use any tool for the job that I didn't have. I did all the work myself, with a little help from my son. I left the door handles on to use as a tie-down.

Now along with my other Falcons, I have a homemade Ranchero, which is my daily vehicle."



Homemade Ranchero

